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Port of



Sunderland

1946

ANNUAL REPORT

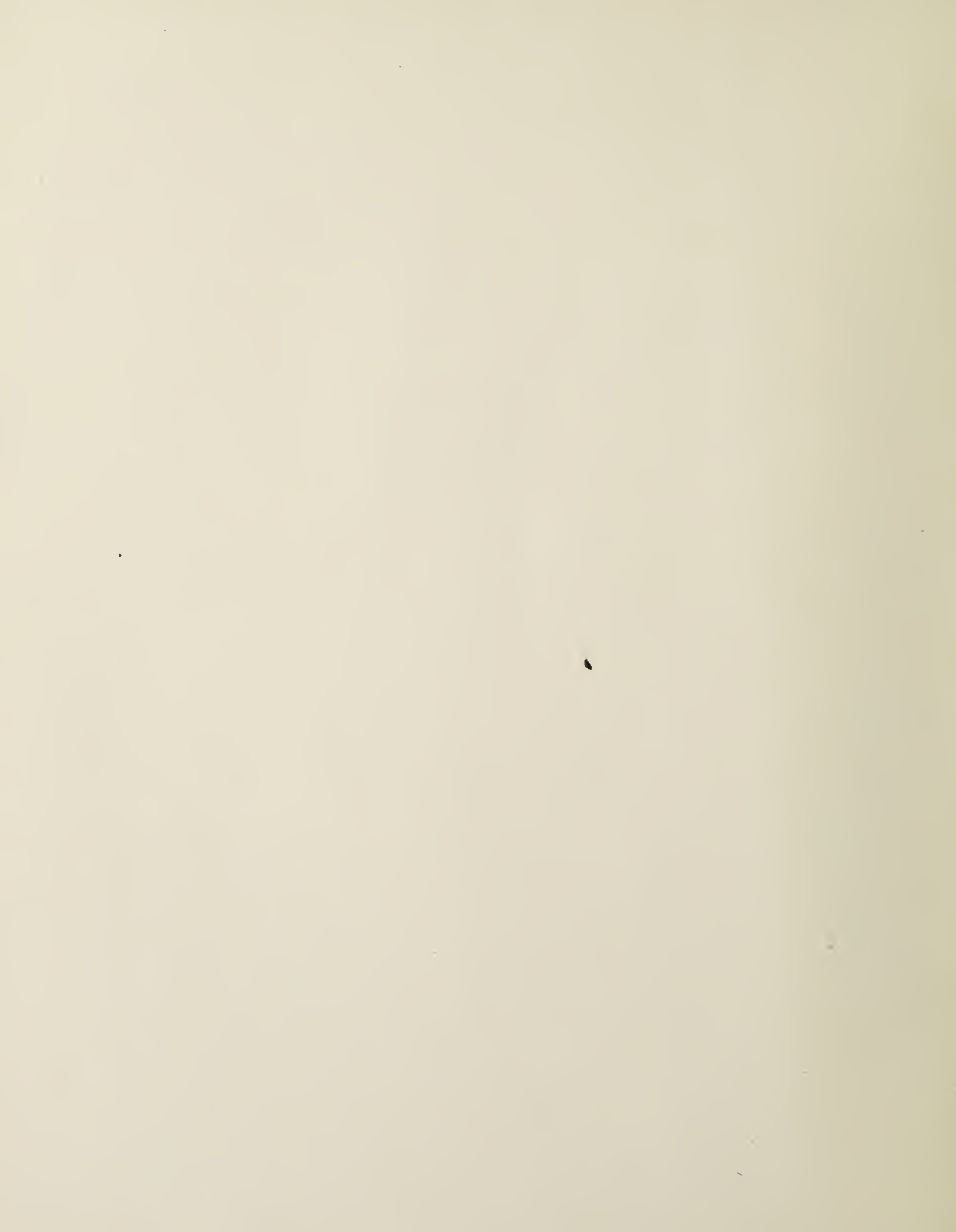
PRESENTED TO THE

PORT HEALTH AUTHORITY

By

A. STUART HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.,

MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND



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PORT HEALTH AUTHORITY OFFICES 1ST FLOOR.

Sunderland Port Health Authority

COMMITTEE :

Alderman J. Cohen, J.P., Chairman.

The Right Worshipful the Mayor
(Alderman Miles Walton).

Councillor Miss E. E. Blacklock, Vice-Chairman.

Alderman W. P. Chalk.
„ E. W. Ditchburn.
„ W. Harvey.
„ G. B. Scott.
„ F. Wilson, O.B.E., J.P.
Councillor C. F. Barrow.
„ T. H. Blyth, B.Sc.
„ G. English.
„ J. W. Foster.
„ T. W. Hudson.
„ R. Miller.

Councillor W. Miller.
„ G. Potts.
„ J. A. Shaw.
„ J. A. Smith.
„ P. Spiers.
„ A. H. Suddick, J.P.
„ A. Watson.
„ R. T. Weston.
„ H. Wilkinson.
„ J. Young, J.P.
„ J. A. Thirkell.

OFFICERS :

Clerk to the Authority :

G. S. McIntire, B.A., LL.B., O.B.E.

Medical Officer of Health :

A. Stuart Hebblethwaite, M.C., M.B., Ch.B., D.P.H.

Deputy Port Medical Officer of Health :

Dr. J. R. Beal, M.D.

Port Health Inspector :

C. C. Pickering, Cert. R.S.I., M.F.I.

Assistant Inspector :

T. J. Richards, M.M., Cert. R.S.I.

Official Rat Catcher :

B. M. Bell.

Clerk :

C. R. Hicks.

Meetings :—Monthly, on the Wednesday in the second week preceding that in which the Council meets, at 3 p.m.

Offices of Port Medical Officer of Health and Port Health Inspector : Corporation Quay, Sunderland.

Office Telephone No. : Sunderland 56178

Sunderland Port Health Authority

ANNUAL REPORT

OF THE

Medical Officer of Health

FOR THE

Year ended December 31st, 1946.

To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1946, which includes:—

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention 1926, particularly in regard to the granting of Deratisation and Deratisation Exemption Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioner's "Return of Trade" of the Port, 1946, show an increase upon 1945 of 183 vessels and a decrease of 80,577 register tons. The decrease of coasting trade is 35,942 register tons. The decrease of European trade is 128,290 registered tons. The increase of beyond-European trade is 11,771 registered tons. The exports of coal and coke for 1946 show an increase of 161,527 tons as compared with 1945. Imports show an increase in the following commodities:—Props, Iron Ore, Sugar, Petroleum in bulk, Cement, Sundries.

The tonnage of Sundries imported was 76,613 as compared with 272,509 tons in 1945, when, however, this large amount was mainly composed of stores for the use of H.M. Forces.

Changes which occurred in the Port Health Staff during the year were as follows:—

Dr. W. Ferguson, Deputy Port Medical Officer, from 1st January, 1946, to 31st May, 1946.

Dr. R. Beal, Appointed Deputy Port Medical Officer, from 31st May, 1946.

Mr. C. R. Hicks, Appointed Clerk and Rat-catcher, from 15th April, 1946.

Boarding of Vessels from Foreign.

In compliance with instructions contained in Circular 2642, Ministry of Health, 6th May, 1942, all vessels arriving from foreign were met immediately on arrival by Officers of the Port Health Authority. This practice was modified from October 14th, 1946, so that vessels arriving from Spain, Portugal, Poland, North Russian, Mediterranean, African or Asiatic ports, were met immediately on arrival, while vessels from Scandinavian ports or the nearer Continental ports were visited as soon as practicable during the normal working hours.

It was, however, thought desirable to request the Masters of all vessels arriving from foreign to render a Declaration of Health, H.M. Customs have co-operated, and the refusal of any Master to render this Declaration would immediately be notified to the Officers of the Port Health Authority, who would then visit the vessel as early as possible. No refusal has been made during the year under review. 148 Declarations of Health were rendered during the year. Of these, 78 were rendered under "Article 13 of the Port Health Regulations, 1933," 71 vessels arrived outside of normal working hours.

Removal of Refuse.

The removal of refuse from vessels is still proving a vexacious question. During past years it has been possible to arrange for the refuse to be covered over with ashes and allow it to remain on deck during the vessels' stay in port. There is now an increase in the number of motor vessels using the port, and difficulty is experienced on this type of vessel, inasmuch as having no boiler fires, there is, of course, no ashes, and the refuse must of necessity lie about the decks. The private individual to whom the River Wear Commissioners have given permission to collect galley refuse, does not collect the empty food tins often found lying on deck, and no provision has been made for refuse collection should he be unable to collect through sickness or other reasons. The solution seems to be in the River Wear Commissioners or the Corporation of Sunderland accepting full responsibility for this refuse removal from vessels in the Port. During the month of September, the port was visited by H.M.S. "Cowderay," arrangements were made with the Cleansing Department for a daily collection of refuse, the River Wear Commissioners co-operating by supplying bins, these arrangements proved most satisfactory, and no nuisance ever developed.

"Kapok Life-Jackets."

Where verminous quarters are being disinfested by means of fumigation with H.C.N. (Cyanide), arrangements have been made for the "Kapok" life-jackets on board to be powdered by the fumigation staff with a 10% D.D.T. powder. This Authority has during the year maintained a small supply of this powder and retailed it to agents or the Masters of vessels upon request, a service that has been greatly appreciated.

Water Boats.

The water boats carrying supplies of fresh water to vessels in the Docks and River have been regularly inspected and found to be maintained in good sanitary condition.

Work under Articles 19-21 (Deratisation of Ships).

Has resulted in the issue of 13 Deratisation and 75 "Exemption" Certificates, a total of 88 certificates, compared with 84 certificates issued last year.

The S/S. "Jersey City" arrived in this port from Port Bouet-Freetown-Le Havre on the 22nd February, 1946. A Deratisation "Exemption" Certificate on board, was issued at Le Havre on the 12th February, 1946. The vessel was searched upon arrival at this port, and evidence of rats was found in all holds, 'tween decks, bunkers, fore and after storerooms and engineroom and stokehold.

From the 25/2/46 to the 8/5/46, the number of rats trapped on board was 126.

These facts were reported to the Ministry of Health on the 17/4/46.

A complaint of rats in the crew's quarters was also received from the National Union of Seamen on 9/5/46.

The "Infestation Branch," Ministry of Food, Newcastle-upon-Tyne, was also informed of the infestation on the 10/5/46, and that the vessel was to sail for a Canadian port within a few days.

From the 8/5/46 to the 14/5/46, 12 more rats were destroyed on board, making a total of 138.

OTHER DUTIES OF THE PORT MEDICAL OFFICERS.

The International Quarantine Directory gives the following passage regarding the duties of a Port Medical Officer :—

Hygiene of Ships.

"So far as the Mercantile Marine is concerned, one of the most important duties imposed on Port Health Authorities is that of dealing with conditions on board ship adversely affecting the health of the crews, and with insanitary conditions found on ships.

In certain directions when dealing with nuisances on board ship, where structural alterations would be required for the abatement of the nuisance, the powers of the Port Health Officers are concurrent with those of the Surveyors appointed by the Board of Trade."

In order to have a clear picture of the life of the merchant seamen at sea, your Medical Officer took the opportunity of visiting Germany and Finland by the courtesy of one of our local Shipowners.

Messing carried out by a separate Cook and Steward showed every advantage over the men messing for themselves, and the standard of food supplied and the cooking was at a very high level.

Living quarters in a modern steamship are vastly superior to those of ships of 25 years ago.

Port Health methods were investigated at Brunsbittel-Kiel-Helsinki and Hamina, and contact was made with Officials doing similar duties to those of your Port Health Staff.

Ventilation of Ship.

Permission was given to take a trial trip in a new tanker of Dutch nationality, built on the Wear, on which was installed modern ventilation methods of conditioned air through ducts to all parts of the ship, either warmed or cooled as required.

The strength of the current was also controllable by individuals.

The air in the engineroom-galley-cabins-and hospital alike was in a very satisfactory condition, either with the vessel lying at the Quay or at sea.

New Premises.

The new premises for the Port Health Authority are to be established shortly at the Corporation Quay, a site that I recommended last year. The offices will be situated at the west end of the warehouse, on the first floor, and the opportunity has been taken to provide a Medical Officer's and Inspectors' room, a Clerk's room, Seamen's waiting room, together with adequate sanitary accommodation. The possession and situation of these premises should prove to be of inestimable value in maintaining an efficient Port Health Service in the Port of Sunderland.

Port Welfare Committee.

The Port Health Authority continue to be represented on the local Port Welfare Committee, and was also represented upon a Sub-Committee formulated to inspect and report upon the dangerous condition

of a path and quay ladders much used by seamen. The Authority was also represented upon the Committee for the local appeal for funds for "King George's Fund for Sailors," held under the patronage of the Mayor, Councillor Ritson, J.P. I feel that much practical work can be accomplished by the Authority being represented on this Committee, as it is composed of all of those whose interests are connected with seafarers, and your representatives have an opportunity of explaining to those various people our difficulties and point of view from a practical standpoint.

Launch Facilities.

The Sunderland Port Health Authority do not possess any launch ; arrangements, however, have been made with the concurrence of the River Wear Watch Commissioners and the Chief Constable, Mr. G. H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river, when such vessels have arrived from an infected or suspected port or area. The removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

V.D. among Seamen.

140 British and Foreign Seamen attended the Clinic at the Royal Infirmary during 1946. With the advance of treatment by means of Penicillin, etc., it is noted that large numbers of seamen, especially the younger members of the profession, are not taking the same precautions against infection as was the case a few years ago. Most of them state candidly that "a shot of Penicillin will cure me in 24 hours, so why should I worry." This attitude will undoubtedly have to be the subject of propaganda, if this false sense of security is to be dispelled.

Port Facilities.

1947 should see the beginning of various schemes for improving the facilities of the Port of Sunderland, and thereby increasing the sea-borne commerce of the town.

Sixth Centenary.

Mr. G. R. Strauss, M.P. (Parliamentary Secretary, Ministry of Transport), when performing the official opening of the exhibition commemorating the 600th anniversary of shipbuilding in the town, stated "Sunderland can claim without question, to be the core of Britain's shipbuilding industry and the cradle of our Merchant Navy." It is stated officially that 27% of the merchant tonnage built in the United Kingdom during the second World War was built at Sunderland, a record of which Sunderland may well be proud.

Ministry of Health.

Dr. J. Macfarlane, representative of the Ministry of Health, paid a visit to this port on the 12th to 14th November, 1946.

Co-operation.

I wish to record my thanks for the valuable assistance given by H.M. Collector of Customs and his staff, also the Officers of the River Wear Commissioners, Pilots, and Shipping Agents, who have so willingly co-operated with the Port Health Authority.

A. S. HEBBLETHWAITE,
Port Medical Officer of Health.

Port Health Authority Offices,
Corporation Quay, Sunderland.

April, 1947.



MEDICAL OFFICERS' AND EXAMINATION ROOM.

I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

	Number	Tonnage	No. Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of Vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of Vessels reported as having, or having had, during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector				
FOREIGN.								
Steamers... ..	116	131,082	48	107	18	15	2	Nil
*Motor	32	16,606	4	34	—	—	—	Nil
Sailing	—	—	—	—	—	—	—	Nil
Fishing	13	216	—	12	—	—	—	Nil
Total Foreign ...	161	147,904	52	153	18	15	2	Nil
COASTWISE.								
Steamers	1,231	848,462	10	1,175	146	137	9	3
*Motor	314	158,488	8	295	14	14	3	Nil
Sailing	1	60	—	—	—	—	—	Nil
Fishing	—	—	—	26	—	—	—	Nil
Total Coastwise	1,546	1,007,010	18	1,496	160	151	12	3
Total Foreign and Coastwise ...	1,707	1,154,914	70	1,649	178	166	14	3

*Includes mechanically propelled vessels other than steamers.

The following figures show the number of vessels of each nationality inspected :—

ARGENTIAN	2
BELGIAN	1
DANISH	3
DUTCH	27
FINNISH	1
FRENCH	14
GREEK	2
NORWEGIAN	8
PORTUGUESE	1
SPANISH	1
SWEDISH	43
U.S.A.	1
U.S.S.R.	1
BRITISH	1,544
Total	1,649

II. CHARACTER OF TRADE OF PORT.

(a) Passenger Traffic during 1946.

The Port of Sunderland is not an accredited Aliens Port, therefore, no passenger traffic exists.

A small number of passengers, in all 34 and 1 stowaway, did, however, disembark during the year, all of whom were examined by the Port Medical Officer before being allowed to land.

(b) Cargo Traffic.

Principal Imports—

Timber ...	...	...	...	...	...	...	7,309 Tons.
Props ...	...	...	...	...	...	...	28,486 „
Iron Ore	...	...	...	...	...	...	82,942 „
Grain ...	...	...	...	...	...	...	6,690 „
Sugar ...	...	...	...	...	...	...	3,443 „
Petroleum in Bulk	...	...	...	...	...	...	39,123 „
Cement ...	...	...	...	...	...	...	22,307 „
Wood-Pulp	...	...	...	...	...	...	699 „
Sundries	...	...	...	...	...	...	28,646 „

Principal Exports—

Coal and Coke ...	...	...	...	...	...	...	2,304,886 Tons.
Machinery	...	...	...	...	...	...	12,525 „
Pitch and Tar	...	...	...	...	...	...	7,322 „
Petroleum and Benzol	...	...	...	...	...	...	14,212 „
Sundries	...	...	...	...	...	...	40,559 „

During the year 1946, the total number of vessels cleared from the Port was 1,822, an increase of 233 on that of the preceding year.

Those engaged in the coasting trade numbered 1,633, and in the European trade 140, while 49 were trading beyond Europe.

The register tonnage of the vessels amounted to 1,328,244 tons, compared with 1,408,821 tons in 1945.

	1946		1945		1946	1945	1946
	Vessels	Reg. Tons	Vessels	Reg. Tons	Per cent. of aggregate Tonnage		Average Tonnage of Vessels
Coasting Trade	1,633	1,026,532	1,457	990,590	77.3	70.3	629
European Trade	140	136,192	130	264,482	10.2	18.8	973
Beyond Europe	49	165,520	52	153,749	12.5	10.9	3,378
Total Trade	1,822	1,328,244	1,639	1,408,821	100.0	100.0	729

The particulars of these ships, as regards tonnage, are seen in the following table:—

							1946	1945		
							No. of Vessels		Increase	Decrease
Under 150 Tons Net Register ... ..	...	...	...	...	...	...	356	327	29	—
150 and under 250 ... ..	...	...	...	...	...	...	169	167	2	—
250 „ „ 350 ... ..	...	...	...	...	...	...	100	98	2	—
350 „ „ 500 ... ..	...	...	...	...	...	...	262	172	90	—
500 „ „ 750 ... ..	...	...	...	...	...	...	248	239	9	—
750 „ „ 1,000 ... ..	...	...	...	...	...	...	314	218	96	—
1,000 „ „ 2,000 ... ..	...	...	...	...	...	...	307	306	1	—
2,000 „ „ 3,000 ... ..	...	...	...	...	...	...	21	29	—	8
3,000 „ „ 4,000 ... ..	...	...	...	...	...	...	13	9	4	—
4,000 „ „ 5,000 ... ..	...	...	...	...	...	...	26	56	—	30
5,000 and upwards ... ..	...	...	...	...	...	...	6	18	—	12
Total							1,822	1,639	233	50

The above table shows, in comparison with 1945, an increase of 29 vessels under 150 tons, an increase of 2 vessels 150–250 tons; an increase of 2 vessels of 250–350 tons; an increase of 90 vessels 350–500 tons, an increase of 9 vessels 500–750 tons; an increase of 96 vessels 750–1,000 tons, an increase of one vessel 1,000–2,000 tons a decrease of 8 vessels 2,000–3,000 tons, an increase of 4 vessels 3,000–4,000 tons a decrease of 30 vessels 4,000–5,000 tons, a decrease of 12 vessels 5,000 tons and upwards.

(Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1946," by courtesy of Mr. A. H. J. Bown, Clerk to the Commission).

(c) Foreign Ports from which Vessels arrive.

Algeria	...	...	...	...	Bougie, Susa.
Belgium	...	...	...	...	Antwerp, Brussels, Ghent, Niel, Rumst.
British West Indies	...	...	...	...	Trinidad, Jamaica, St. Thomas.
Canada	...	...	...	...	St. John's, N.B., Dalhousie, N.B., Quebec, Sydney, C.B., Wabana, Vancouver, Halifax, N.S.
Denmark	...	...	...	...	Arlborg, Aarhus, Copenhagen, Egerslev, Nestved, Sundby.
Dutch West Indies	...	...	...	...	Curacao.
Egypt	...	...	...	...	Port Said, Suez, Alexandria.
Finland	...	...	...	...	Hamina, Helsingfors, Lapaluta, Siniluoto, Yxpila.
France	...	...	...	...	Brest, Caen, Calais, Cherbourg, Dieppe, Granville, Le Havre, Lorient, Nantes, Rouen, St. Malo.
French West Africa	...	...	...	...	Port Bonet.
French Morocco	...	...	...	...	Casablanca.
Germany	...	...	...	...	Bremerhaven, Emden, Frederickshaven, Hamburg, Kiel.
Gibraltar	...	...	...	...	Gibraltar.
Holland	...	...	...	...	Delfzyl, Rotterdam, Ymuiden.
Iceland	...	...	...	...	Reikjavik, Siglufjord.
Italy	...	...	...	...	Genoa, Naples.
Kenya	...	...	...	...	Mombassa.
Malta	...	...	...	...	Malta.
Norway	...	...	...	...	Bergen, Oslo, Sarpsborg.
Persia	...	...	...	...	Kuwait.
Panama	...	...	...	...	Panama.
Poland	...	...	...	...	Gdynia.
Portugal	...	...	...	...	Oporto, Setubal.
Portuguese East Africa	...	...	...	...	Lourenco-Marques.
Sierra-Leone	...	...	...	...	Freetown, Pepel.
Gold Coast	...	...	...	...	Takoradi.
Spain	...	...	...	...	Barcelona, Corunna, Castro Urdiales, Santa-Caballo, Valencia, Hornillo.
Spanish Morocco	...	...	...	...	Melilla.
Sweden	...	...	...	...	Abasnedsoe, Domsjo, Grundland, Gevle, Gothenburg, Halmstad, Hornisand, Jacobstadt, Koping, Kristianstad, Lulea, Moe, Malmo, Nyhamn, Norrkoping, Oxelosund, Oskarshamn, Ockero, Stugsund, Uddevalla, Waija.
Turkey	...	...	...	...	Istamboul.
United States of America	...	...	...	...	Baltimore, Norfolk, V.A., San-Pedro.

III. WATER SUPPLY.

(1). Source of supply for (a) **The Port.**

The water for the port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from the Burnhope Reservoir catchment area, approximately 45 miles to the west in the Durham hills.

(b). **Shipping.**

The water supplied to shipping is principally derived from deep wells and boreholes in the magnesium limestone.

(2). **Hydrants and hosepipes : What precautions are taken against contamination.**

Most of the hydrant chambers are in very good condition, those on the Corporation Quay have been fitted with drain holes which allows any surface water which may find its way into the chambers to be immediately drained off into the river. When the hydrants are not in use, wood plugs are inserted or brass screw-caps placed in position.

The hosepipes are carried about in a barrow kept for that purpose, and the ends are covered by small canvas covers attached to the hoses by means of lanyards. Vessels lying at the quays and wharves are supplied direct from the hydrants.

(3). **Number of water boats and their sanitary condition.**

Those vessels which are moored at buoys in the river and docks are supplied from the water boats which are two in number. These have been regularly inspected and found to be kept in a cleanly condition. One of the above-mentioned water boats serving the docks is built of wood, and carries the water in specially constructed wooden tanks so arranged as to leave a space varying from 6 to 10 inches between the shell of the vessel and the tank, thus preventing contamination by bilge water or from other sources. The remaining boat, which serves the river area, is of a modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank). This method of carrying water is more open to risk of contamination from outside sources than in the case of the wooden vessel, as, should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover. The rubber boots worn by the men whilst cleansing the interior of the boats serve a useful purpose in preventing unnecessary contamination of the water.

During the past year, 10 samples from the water boats and hydrants were submitted to the Municipal Bacteriologist; the results of the examinations are summarised in the following table:—

1946.

Source.	Number of Samples.	Class 1.	Class 2.	Class 3.	Class 4.
Water Boats	6	4	2	—	—
Hydrants	4	3	1	—	—

Class 1.—A water containing no B.Coli in 100 c.c. of water.—Satisfactory.

Class 2.—B.Coli test positive in 100 c.c. negative in 10 c.c.—Doubtful.

Class 3.—B.Coli test positive in 10 c.c. negative in 1 c.c.—Unsatisfactory.

Class 4.—B.Coli test positive in 1 c.c. or less.—Bad.

IV. PORT HEALTH REGULATIONS, 1933 & 1945.

(1). **Arrangements for dealing with Declarations of Health.**

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1946 was 148, compared with 100 for the preceding year, none of which reported infectious disease on board on arrival. It should, however, be borne in mind that 67 Declarations of Health were rendered upon request from Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

(2). Boarding of Vessels on arrival.

Until October 14th, 1946, all of the vessels arriving from foreign were boarded immediately on arrival with the exception of six, of which no notification of their intended arrival was received by the Port Health Authority. All vessels reporting sickness on board are boarded on arrival by the Port Medical Officer and Port Health Inspector. Coasting vessels are boarded as soon as practicable at their place of mooring, loading, or discharge by the Port Health Inspectors.

(3). Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland :—

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.

Arrangements are also made for notification of the Port Health Authority by the Customs or Pilots of vessels requiring special attention on arrival in port.

(4). Mooring Stations designated under Article 10 : (a) within the docks, (b) outside the docks

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority, with the concurrence of the Collector of Customs and the Dock and Harbour Master, are : (a) for dock-bound vessels, the South tier buoys, East side, South Dock ; (b) for river-bound vessels, the Low tier buoys in the river.

(5). Particulars of any standing exemptions from the provisions of Article 14.

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health or from answers to enquiries made by him, or otherwise—

(a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness ; or

(b) that the ship has called at a port or seaboard included in the list referred to in Article II ; or

- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship ;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances :—

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form of pratique, the Port Medical Officer of Health notified of their arrival, and Article 16 put into operation.

(6). Experience of working Article 16.

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the regulations shall, without the permission of the Medical Officer or other authorised Officer of the Health Authority, board or leave the ship until it is free from control under these regulations, and the Master shall take all steps necessary to secure compliance with the provision.

(7). What, if any, arrangements have been made for :—

- (a). Premises and waiting rooms for medical examination.

The new premises for the Port Health Authority, situate at the Corporation Quay, are now in course of erection, and it is expected that this Authority will occupy these premises early in the coming year. A waiting room for the medical examination of seamen has been incorporated.

- (b). Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.

- (c). Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Borough Infectious Diseases Hospital.

- (d). Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow-fever, and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. Cases of smallpox are removed to the Sunderland and South Shields Joint Smallpox Hospital at Whiteleas.

- (e). **Ambulance Transport.**

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital.

- (f). **Supervision of Contacts.**

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

(8 & 9). **Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.**

This examination is carried out by the Pathologist and Bacteriologist to the Corporation.

(10). **Arrangements for the diagnosis and treatment of Venereal Disease among sailors under International arrangements.**

The Corporation Clinic for the diagnosis and treatment of venereal disease for the Ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

(11). **Arrangements for the Interment of Dead.**

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital, to await the necessary inquest. If cause of death is of a non-infectious nature, the onus of arranging for interment is upon the Master or Agent.

(12). **Other matters, if any, requiring or receiving attention.**

None.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1946.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	—
Continued Fever	—	—	—	—
Diphtheria	—	—	—	0.4
Dysentery... ..	—	—	—	—
Erysipelas... ..	—	—	—	—
Malaria	—	—	—	1.6
Measles	—	—	—	0.2
Mumps	—	—	—	0.2
Pneumonia	—	—	—	0.2
Relapsing Fever	—	—	—	—
Scarlet Fever	—	1	1	0.6
Smallpox	—	—	—	—
Tuberculosis	—	—	—	0.6
Typhoid Fever	—	—	—	—
Typhus Fever	—	—	—	—
TOTALS	Nil.	1	1	3.8

Scarlet Fever.

“ALEXIA,” M/V. from Curacao-Trinidad-Southampton.

Arrived 22nd May, 1946, and reported “All Well.” The Chief Engineer, J. W. Hall, aged 45 years, proceeded home to Whitley Bay on the 23/10/46. This Authority was notified on the 28/10/46 that this Engineer had been removed to hospital, Whitley Bay, suffering from Scarlet Fever. His quarters on board of the vessel were disinfected, as were the offices he had been using ashore at Messrs. T. G. Greenwell & Co., Dry Dock Owners and Ship-repairers. The immediate contacts were kept under observation and no further cases developed.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the Voyage
but disposed of prior to arrival.

Disease.	No. of cases during 1946.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	0.2
Continued Fever	—	—	—	—
Diphtheria	—	—	—	0.4
Dysentery... ..	—	1	1	0.4
Erysipelas... ..	—	—	—	—
Malaria	—	—	—	1.4
Measles	—	—	—	0.2
Mumps	—	—	—	0.2
Pneumonia	—	—	—	—
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	—
Smallpox	—	—	—	—
Tuberculosis	—	—	—	—
Typhoid Fever	—	—	—	0.2
Typhus Fever	—	—	—	—
TOTALS	Nil.	1	1	3.0

Dysentery.

“DURHAM-BROOK” S/S., from London.

Arrived 13th August, 1946, when the Master reported that the 2nd Officer had been removed to hospital at London, suspected to be suffering from some form of Dysentery. The 2nd Officer's berth and the Officer's W.C. accommodation were disinfected at this Port. The Officer concerned returned to the vessel on the 16/8/46.

Deaths.

“GATESHEAD” S/S., from Antwerp.

Arrived 19th April, 1946, when the Master reported A.B. Albert Edward Jeffrey, aged 26 years, of South Shields, accidentally killed at Antwerp, 13/4/46, by being run over by railway trucks while returning to vessel. Buried at Antwerp.

“PASS OF BALLATER” S/S., from Killingholm.

Arrived from Killingholm 4th August, 1946. S.O.S. Amin B. Brahim, aged 45 years, removed to hospital suffering from injuries to back, chest and shoulder, sustained by accident on board. Died at Sunderland Royal Infirmary, 5/8/46.

“MANTOLA” S/S., from Beira-Port Said-Gibraltar-Plymouth.

Arrived 25th October, 1946. Ship's Surgeon notified death of passenger, John Pollock, aged 69 years, of Scotland, who died 21/9/46 at Longibor. Cause of death, Coronary Thrombosis.

“CORFELL” S/S., from London.

Arrived 23rd December, 1946. The Master, Vincent Toskett Sizer, aged 58 years, of “The Drive,” Tolworth, Middlesex, sustained fatal injuries by fall on footpath leading to Wearmouth Staiths 24/12/46. Died at Sunderland Royal Infirmary.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1946	Name of Vessel	Reg. Tons	Nation- ality	Where from	No. of Persons	Sickness or Casualty	Remarks
Jan. 3	Empire Consequence S/S.	1065	London	Helsinki- Yxpila- Copenhagen	31	Aural dis- charge and sore throat.	A.B., referred to Federa- tion Doctor.
Jan. 5	Winona, S/S. ...	1322	Hamilton Ont.	Immingham- Rouen.	22	Influenza	Master, Steward, Cook and 2 A.B's. recovering on board.
Jan. 11	Olev, S/S.	807	Belfast	Rouen.	21	Injury to ribs.	Chief Steward to receive medical attention.
Jan. 16	Mausang, S/S. ...	2062	London.	Istamboul- Alexandria- Glasgow.	59	Observation (suspected T.B.)	Bandhary, removed to Gen- eral Hospital for obser- vation.
Jan. 24	Empire Wye, M/V.	3675	London	Antwerp- Hamburg.	41	Synovitis. Apoplexy.	Master to receive medical attention. A.B. suffering from slight attack, to receive medical attention.
Jan. 30	Laban Howes, S/S.	988	London.	Hamburg- London.	27	Gonorrhœa. Scabies.	D.B. referred to V.D. Clinic. Donkeyman, left vessel for unknown address, bed- ding and effects sprayed with D.D.T. solution, later removed for steam disinfection.
Feb. 1	Rimsdale, S/S. ...	95	Aberdeen	Wick.	8	Influenza.	A.B., recovering on board.
Feb. 1	Skipjack, S/S. ...	667	Newcastle	London.	17	Influenza.	A.B., treated by Federation Doctor.
Feb. 7	Cormarsh, S/S. ...	1652	London.	London.	25	Influenza.	Master, receiving medical attention on board.
Feb. 8	Icemaidd, S/S. ...	1139	London.	London.	19	Dyspepsia.	A.B., left vessel to receive treatment.
Feb. 11	Emp. Richmond, S/S.	569	Aberdeen	Guernsey- Hull.	14	Strained Lum- bar Muscle.	Chief Officer, left vessel to receive medical attention.
Feb. 14	Emp. Torrent, S/S.	4769	Glasgow	Hamburg.	46	Tonsillitis.	Fireman, received medical attention at Hamburg, recovering on arrival.
Feb. 19	Matching, S/S. ...	714	London.	London.	17	Sprained left Ankle.	2nd Officer, being treated on board.
Feb. 22	Afterglow, S/S. ...	481	London.	London.	16	Shingles.	Fireman, to receive medical attention.
Feb. 22	Jersey City, S/S. ...	4791	Bideford.	Port-Bouet- Freetown- Le Havre.	46	Rupture.	Fireman, to receive medical attention.
Feb. 22	Sandar, S/S. ...	636	Sweden.	St. Malo.	18	Syphilis. Sprained left Wrist.	Fireman, referred to V.D. Clinic. Fireman, being treated on board.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1946	Name of Vessel	Reg. Tons	Nation- ality	Where from	No. Persons on board	Sickness or Casualty	Remarks
Feb. 25	Emp. Lewisham, S/S.	585	Greenock	Ghent.	15	Blood rash.	2nd Engineer, seen by private practitioner upon arrival, who diagnosed blood rash, non-contagious.
Feb. 27	Fort Caribou, S/S. ...	4244	London.	Naples-Barcelona-Hull	33	Influenza. Boils.	A.B., receiving medical attention on board. S.O.S., receiving medical attention on board.
Feb. 27	Bifrost, S/S....	991	Sweden.	Caen.	17	Influenza. Sprained Cartilage. Sprained right foot (Tendon).	Cook Donkeyman Fireman } All received medical attention on board from private practitioner.
Mar. 1	Lachindoc, S/S. ...	1161	London.	Rotterdam.	22	Sprained right Ankle.	Assistant, Steward, to receive medical attention.
Mar. 4	Aylesbury, S/S. ...	4592	London.	Leith-Hamburg	43	Pyorrhœa.	Fireman, to receive medical attention.
Mar. 8	Saintfield, S/S. ...	450	Belfast.	Goole-Poole.	12	Rupture.	Chief Officer to receive medical attention.
Mar. 16	Storfos, S/S. ...	499	Sweden.	Rouen.	17	Palpitation.	Cook, received medical attention at Rouen.
Mar. 16	Emp. Fenchurch, S/S.	569	Aberdeen	Chatham.	15	Influenza and Tonsillitis.	Asst. Steward, to be examined by Federation Doctor.
Mar. 16	Barrington Court, S/S. ...	2988	London.	Freetown-Pepel.	38	Influenza. Influenza. Strained abdominal muscle. Severe headache.	Chief Engineer } Convalescent. Chief Officer } Cook, removed to hospital, Freetown.
Mar. 30	Maytown, S/S. ...	112	Hull.	King's Lynn.	8	Acidity of stomach.	Fireman, receiving treatment on board. O.S., to proceed home for treatment.
April 1	Elizabeth Lysaght S/S.	571	London.	Shoreham.	17	Scabies.	O.S., landed at Shoreham for treatment.
April 8	Claudius Magnus S/S	1253	France.	Setubal-Rouen.	29	V.D. (Gonorrhœa)	2nd Cook, referred to V.D. Clinic.
April 13	Lambtonian, S/S. ...	1563	Newcastle	London.	22	Septic tonsils.	A.B., attended by private practitioner, to proceed home for treatment.
April 15	Highwood, S/S. ...	656	London.	Portsmouth.	19	Injured shoulder.	A.B., to proceed home for treatment.
April 15	Emp. Patriot, S/S. ...	1705	West Hartlepool	Hornillo.	34	Gonorrhœa.	4 A.B's. and 1 E.D.H., all referred to V.D. Clinic.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1946.	Name of Vessel.	Reg. Tons.	Nation- ality.	Where from.	No. of Persons on board	Sickness or Casualty.	Remarks.
April 17	Emp. Condoover, S/S.	1084	London.	Hamburg.	26	Injury to leg muscles.	2nd Engineer received medi- cal attention at Hamburg.
April 20	Baron Ramsay, S/S.	2210	Ardrossan	St. John's, N.B.	36	Injury to digits.	Fireman, received medical attention at St. John's, N.B.
						Gonorrhœa.	Fireman, received medical attention at St. John's, N.B.
April 20	Ingaro, S/S. ...	1137	Sweden.	Oxelosund.	22	Septic hand.	Asst. Steward to receive attention on board.
April 30	Mount Helikon, S/S.	3483	Greece.	Baltimore & Hamburg.	40	Sprained left foot.	2nd Officer, received medi- cal attention at Hamburg.
						Foreign body in eye.	3rd Engineer, received medical attention at Ham- burg.
						Gonorrhœa.	4 Firemen and Asst. Steward to attend V.D. Clinic.
						Aural dis- charge.	Fireman, to attend Royal Infirmary.
May 1	Newminster, S/S. ...	405	Newcastle	Hamburg.	20	Gonorrhœa.	O.S., to attend V.D. Clinic.
						Septic left arm, due to burn	A.B., received medical at- tention at Hamburg, be- ing treated on board.
May 8	Marena, S/S. ...	110	Sunder- land.	Peterhead.	5	Lumbar pains.	Fireman | Both examined | by Federation
May 10	Spanker, S/S. ...	1104	Newcastle	Dieppe.	22	Influenza.	A.B. | Doctor.
May 16	Newminster, S/S. ...	405	Newcastle	Hamburg.	20	Rupture.	2nd Officer, attended by Federation Doctor.
						Chest and abdominal pains.	Cabin boy, attended by Federation Doctor, diag- nosed as suffering from constipation.
May 17	Phoenix, S/S. ...	259	Holland.	Ghent- Harwich.	7	Accidental injury to back.	A.B., removed to hospital at Harwich.
May 19	Richard Bearse, S/S.	1010	London.	Rouen.	30	Conjunctivitis.	Fireman | Both to receive
						Costal Cartil- age, bruised	Steward | medical | attention.
May 21	Dalewood, S/S. ...	1561	London.	London.	21	Conjunctivitis.	Wireless Operator, to re- ceive medical attention.
May 21	Penshurst, S/S. ...	784	London.	London.	22	Injured hand.	Fireman, medical attention on board.
May 22	Alexia, M/V. ...	4783	London	Curacao- Trinidad- Southampton.	52	Sinus.	Chief Engineer, landed at Trinidad.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1946.	Name of Vessel.	Reg. Tons.	Nation- ality.	Where from.	No. Persons on board	Sickness or Casualty.	Remarks.
May 23	Laban Howes, S/S....	988	London.	Hamina.	33	Burns, right hand. Gastritis.	Galley boy } Both proceed- Fireman } ing home for treatment.
May 25	Corbridge, S/S. ...	935	London.	London.	19	Injured right ankle.	A.B., received medical at London.
May 27	Cydonia, S/S. ...	2161	N. Shields	Naples-Melilla.	33	Multiple injuries (accident). Varicose veins	A.B., removed to hospital at Naples. A.B., to receive medical attention.
June 16	Emp. Bond, S/S. ...	1293	Grangemouth.	Setubal-Ghent-Santa-Caballo.	27	Defective vision. V.D. suspected V.D. suspected Gastric ulcer.	A.B., to attend Eye Hospital. A.B. { Referred to V.D. Fireman { Clinic. A.B., to receive medical attention.
June 17	Emp. Rock, S/S. ...	4890	Sunderland.	Jamaica-St. Thomas, London.	37	Aural discharge. Burns, left hand.	Chief Officer, to receive medical attention. Fireman, to receive medical attention.
June 21	Asa-Eldridge, S/S....	1023	London.	Nyhamn via Kiel.	29	Perforated Gastric Ulcer.	A.B., removed to hospital, Nyhamn.
June 28	William Howland, S.S.	995	London.	Sarpsborg.	30	Gonorrhœa. Injury to right hand.	Fireman, referred to V.D. Clinic. Fireman, to receive medical attention.
July 3	Dalewood, S/S. ...	1561	London.	London.	22	Injury to wrist.	A.B., to attend Royal Infirmary.
July 4	John W. Arey, S/S.	1023	London.	Hamina via Koping.	29	Heat rash. Bronchitis.	O.S., medical attention at Koping. Fireman, medical attention at Koping.
July 15	Dorrian Coast, S/S.	405	Newcastle	Antwerp	21	Rash (suspected V.D.) do. do.	Fireman { Both to undergo Fireman { blood test.
July 16	Spanker S/S ...	1103	Newcastle	Brest.	22	Urethritis. Laryngitis. Sore feet.	Fireman } To receive medi- Cook } cal attention. Galley boy }
July 24	Emp. Elgar, S/S. ...	1695	West Hartlepool	Dalhousie-Campbellton	33	Deflected septum.	A.B., to receive medical attention from Federation Doctor.
July 30	Dorrian Coast, S/S.	405	Newcastle	Hamburg-Tyne.	20	Sepsis, right hand.	Fireman, to receive medical attention.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1946	Name of Vessel	Reg. Tons	Nation- ality	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Aug. 5	Emp. Clansman, S/S.	1075	Grange- mouth.	Swansea- Santa Caballo	26	Neurosis. Scabies. Impetigo. Scabies and Gonorrhœa.	Cook Deck hand Deck hand A.B. } All to receive medical attention.
Aug. 7	Korso, S/S. ...	1636	Sweden.	Oxelosund.	26	Multiple abcesses on neck.	A.B., to receive treatment on board.
Aug. 14	Fireguard, S/S. ...	1037	London.	London.	21	Sprained back	3rd Engineer, removed to Municipal Hospital.
Aug. 16	Durham-Brook, S/S.	375	London.	London.	14	Gastritis & pernicious anæmia.	Chief Officer removed to Municipal Hospital.
Aug. 16	Samuel Very, S/S. ...	1019	London.	Kristianstadt via Kiel.	28	General debility.	Fireman, proceeding home.
Aug. 20	De-Hoop, M/V. ...	139	Holland.	Scarborough.	16	Syphilis. Ditto.	Fisherman } Being treated Fisherman } on board.
Aug. 21	Chessington, S/S. ...	940	London.	London.	19	Bruised left arm (accident)	Chief Engineer, landed at London for medical atten- tion.
Aug. 25	Spring-Craig, M/V. ...	152	London.	Rotterdam- Antwerp.	8	Gastritis.	Chief Engineer, referred to Federation Doctor.
Aug. 31	Gurdon-Gates, S/S.	1016	London.	Lapaluoto via Kiel.	29	Epilepsy.	Chief Officer, treated on board.
Sept. 4	Emp. Continent, S/S.	478	London.	Emden- Malmo-Aar- hus via Kiel.	17	Abrasions right leg (accident).	Fireman, received treatment on board.
Sept. 6	Northern Pioneer, S/S.	968	London.	Hamburg- Immingham.	29	Tonsillitis. Swelling of groin.	A.B. } Both treated by E.D.H. } Federation Doctor.
Sept. 10	Camberwell, S/S. ...	906	London.	London.	19	Carbuncle.	Chief Officer, admitted to Royal Infirmary.
Sept. 10	Sodality, M/V. ...	461	London.	Cowes.	12	Sprained right ankle (accident).	A.B., treated by Federation Doctor.
Sept. 12	Windsor Queen, S/S.	560	London.	London.	18	Ear trouble.	Master, attended by private practitioner.
Sept. 16	Polurrian, S/S. ...	284	Falmouth	Hamburg.	13	V.D. (sus- pected).	Chief Steward, removed to hospital, Hamburg.
Sept. 20	Emp. Kew, S/S. ...	567	Aberdeen.	Granville- Grangemouth	15	Injuries right hand.	2nd Engineer, received medi- cal attention at Grange- mouth.
Oct. 1	Inver, S/S. ...	1109	Belfast.	London.	22	Scabies. Rheumatism.	A.B., removed to General Hospital. A.B., proceeding home for treatment.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1946	Name of Vessel	Reg. Tons	Nation- ality	Where from	No. Persons on board	Sickness or Casualty	Remarks
Oct. 4	Mount-Whitney, S/S.	7580	U.S.A.	Reykjavik- Danzig.	150	Gonorrhœa. Ditto. Urethritis. Syphilis.	Cattle Tender } Treated Saloon Steward } on Baker's Asst. } board. Fireman, referred to V.D. Clinic.
Oct. 15	Holmeside, S/S. ...	1572	Newcastle	Hamina via Kiel.	28		
Oct. 18	Trentwood, S/S. ...	364	Middles- brough.	Niel-Antwerp	15	Fractured humerus.	D.B.S., received medical attention at Antwerp.
Oct. 28	Imperial Valley, S/S.	2841	Bideford.	St. John's N.B. -Sharpness.	41	Recurring Malaria (slight attack).	2nd Engineer, receiving at- tention on board.
Oct. 30	Emp. Condorrat, S/S.	557	London.	Emden- Newport, Mon	16	Scalded wrist.	Chief Cook, receiving at- tention on board.
Nov. 4	Galacum, S/S. ...	243	London,	Bo'ness.	12	Tonsillitis.	Master, received medical attention and proceeded home.
Nov. 7	Balmoral Queen, S/S.	573	London.	Goole.	17	Rupture.	A.B., referred to Federation Doctor.
Nov. 12	Edwin T. Douglas, S/S	1274	Canada.	Blyth-London	23	V.D.	A.B. treated at Clinic in London, proceeding home.
Nov. 19	Cormoat, S/S. ...	1664	London.	London.	23	Influenza (suspected).	2nd Officer, removed to hospital at London.
Dec. 2	Photinia, S/S. ...	2457	N.Shields.	Hornillo.	37	Fractured Tibia	Bosun, removed to Cherry Knowle Hospital.
Dec. 3	Warrenfield, S/S. ...	162	Liverpool	Boston, Lincs.	10	Swollen right groin.	A.B., treated by Federation Doctor.
Dec. 10	Tuko, M/V. ...	137	Holland.	Egerslev- Tyne	6	Syphilis, acute.	Cook, removed to general Hospital.
Dec. 21	Northwood, S/S. ...	652	Middles- brough.	Portsmouth.	14	Injury right knee.	A.B., attended by Federa- tion Doctor.
Dec. 28	Fogdo, S/S. ...	1064	Sweden.	Oxelosund.	21	Gonorrhœa.	A.B., referred to V.D. Clinic

VENEREAL DISEASES.

Total No. of Seamen treated at the V.D. Clinic, Royal Infirmary,
during the year 1946.

British.	Total	Foreign.	Total.
Syphilis	18	Syphilis	13
Soft Chancre	1	Soft Chancre	1
Syphilis and Gonorrhœa	—	Syphilis and Gonorrhœa	—
Gonorrhœa	30	Gonorrhœa	12
Not Venereal Disease	59	Not Venereal Disease	12
Total ...	108	Total ...	38

PARROTS (PROHIBITION OF IMPORTS) REGULATIONS, 1930.

Number of parrots, etc., which came under the notice of the Officers during the year	...	3
Number of notices issued in respect of parrots, etc.	... ..	2
Number exported in respect of notices served	... ..	3
Number destroyed	... ..	Nil
Number admitted under Ministry of Health permits	... ..	Nil
Bodies of birds sent for investigation of Ministry of Health	... ..	Nil
Number transhipped on through bills	... ..	Nil

DANGEROUS DRUGS.

(S.R. and O., 1937, No. 560/13 (3).)

Date.	Name of Vessel.	Drug required.	Action taken.
26/5/46.	S/S. Galeoma ...	Special lifeboat pack of "Tubinic" Ampoule Syringe of "OMNOPON" Gr. 11/20 (Morphine 11/40) ...	Application granted to purchase two tins, each containing six Ampoules of this preparation.
31/7/46.	S/S. Ganesella ...	150 Tab. Morphine Hydrochlor Gr. $\frac{1}{4}$.	Application granted.

V. MEASURES AGAINST RODENTS.

401 Vessels have been searched for rats and their Deratisation Certificates examined during the past year, compared with 329 for the corresponding period of 1945. Rat destruction was carried out on board of 34 vessels as against 60 vessels in 1945, resulting in the destruction of 572 rats compared with 950 for the preceding year.

860 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 1,433 for 1945, making a total of 1,432 for 1946 as compared with 2,383 for the previous year.

The destruction of 9 mice on board of vessels and 86 mice on shore premises is also to be recorded.

In addition, 2,515 poison baits, compared with 6,025 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated.

No rats have been submitted for bacteriological examination during the past year.

The total number of visits paid to vessels was 1,025, and to shore premises 1,202 during 1946, for the purpose of rat destruction, as compared with 1,180 visits to vessels and 1,931 visits to shore premises during 1945.

(1). Steps taken for the detection of Rodent Plague.

(a). In ships in port. On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board and systematic inspection is carried out by the Authority's Rat Catcher on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargoes. If there is the slightest evidence of rats on board, traps are set or poison baits laid.

Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b). Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the port area.

(2). Measures taken to prevent the passage of rats between Ships and the Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

(3). Methods of Deratisation.

(a). Ships.

1. Fumigation by Sulphur Dioxide gas which is generated by burning sulphur, 3 lbs., of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

2. Hydrogen Cyanide which is generated by the vaporisation of liquid Hydrogen Cyanide: 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

3. Trapping and laying of poison baits.

(b). **Premises in the vicinity of Docks and Quays.**

Trapping and the laying of poison baits are the only methods used.

(4). **Measures taken for the detection of rat prevalence in Ships and on Shore.**

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary a systematic search for excreta, nests, gnawings, runs or damage to cargo or stores is made by the Authority's Rat Catcher under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether there are any dead rats, or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's Rat Catcher, and where rat infestation exists, trapping and poisoning is carried out. Large areas in the docks which were closed during the war years, are to be again used for the storage of timber; these areas will be subject to a systematic inspection for rat prevalence, and, where necessary, poison baits will be laid.

(5). **Rat-proofing.**(a). **To what extent are the Docks, Wharves, Warehouses, etc., ratproof ?**

The rat-proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pitprops the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances where stacking has commenced, even although there is plenty of ground space available. It is regretted that this lack of co-operation will in all probability result in an increase in the rat population on the docks.

(b). **Action taken to extend rat-proofing.**

1. In ships. When vessels are examined for the purpose of issuing Deratisation and Deratisation Exemption Certificates any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc., are brought to the notice of the master or owner and practical suggestions made for remedying same.

Of the infestation of the "Collier" type of vessel with rats, during 1946, 15 vessels of this type reported the presence of rats on board. Fumigation was carried out on board of 6 of these vessels, and trapping and poisoning on board of 10 resulting in the destruction of 17 rats.

2. On shore. A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats, and when found the matter is taken up with the owner or tenant and instructions given to remedy the defects and remove accumulations.

Rat-proofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

Rats Destroyed during 1946.

TABLE E.

(1). **On Vessels.**

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total for year
Black... ..	6	81	64	149	65	3	78	3	10	1	80	7	547
Brown	—	—	—	—	—	—	—	—	24	—	—	1	25
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Examined	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Infected with plague	—	—	—	—	—	—	—	—	—	—	—	—	Nil

*Plus 9 mice destroyed.

TABLE F.

(2). In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total for year
Black... ..	—	—	17	—	5	4	—	—	13	—	5	5	49
Brown	56	37	88	92	63	76	67	48	75	115	46	48	811
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Examined	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Infected with plague	—	—	—	—	—	—	—	—	—	—	—	—	Nil

*Plus 86 mice destroyed.

TABLE G.

Measures of Rat Destruction on Plague “infected” or “suspected” Vessels or Vessels from plague-infected Ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such Vessels fumigated. by SO ₂	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were carried out	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
14	—	—	4	93	5	20	6

TABLE H.
 “Deratisation ” Certificates and Deratisation “Exemption ” Certificates issued during
 the year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates Issued					No. of Deratisa- tion Exemption Certifi- cates Issued	Total Certificates Issued
		After fumigation with			After trapping, poisoning, etc.	Total		
		H.C.N.	Sulphur	H.C.N. and Sulphur				
1	2	3	4	5	6	7	8	9
Ships up to 300 tons ...	15	Nil	Nil	Nil	Nil	Nil	15	15
„ from 300 to 1,000 tons	14	2	—	—	—	2	12	14
„ from 1,001 to 3,000 tons	28	5	—	—	—	5	23	28
„ from 3,001 to 10,000 tons	31	5	1	—	—	6	25	31
„ over 10,000 tons ...	Nil	—	—	—	—	—	—	—
TOTALS	88	12	1	Nil	Nil	13	75	88

*Applicable only to those ports approved by the Ministry of Health for the issue of Deratisation Certificates and Deratisation “Exemption” Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926, (Form Port II). In addition to the above, two vessels of the 3,001 tons to 10,000 tons class, fumigated with H.C.N. shortly after arrival, extensive repairs were completed, and later the agents applied for and were issued with a Deratisation “Exemption” Certificate for each vessel.

INSPECTOR'S MONTHLY REPORT.

Date of Report 1946	Description of Ships			Nationality		Trade Engaged in		Total Ships Examined	Sanitary Condition		Written Notice	Verbal Notices	Total Written & Verbal Notices
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad	Served		
31st Jan. ...	74	15	—	84	5	76	13	89	78	11	1	10	11
27th Feb. ...	99	13	—	107	5	105	7	112	97	15	1	14	15
27th March	107	27	—	119	15	114	20	134	120	14	1	13	14
24th April ...	82	16	—	94	4	89	9	98	90	8	Nil	8	8
29th May ...	145	39	—	172	12	159	25	184	164	20	3	17	20
25th June ...	93	24	—	113	4	104	13	117	107	10	Nil	10	10
31st July ...	133	37	—	170	Nil	157	13	170	151	19	1	18	19
22nd August	77	20	—	91	6	80	17	97	83	14	1	13	14
20th Sept. ...	113	40	—	143	10	131	22	153	137	16	1	15	16
25th Oct. ...	24F	4F	—	24F	4F	24F	4F	—	—	—	—	—	—
	131	27	—	149	9	133	25	186	170	16	1	15	16
22nd Nov. ...	—	8F	—	—	8F	1F	7F	—	—	—	—	—	—
	103	28	—	124	7	112	19	139	123	16	2	14	16
21st Dec. ...	—	1F	—	—	1F	—	1F	—	—	—	—	—	—
	98	35	—	123	10	119	14	134	119	15	1	14	15
31st Dec. ...	28	8	—	31	5	28	8	36	32	4	Nil	4	4
Totals in 1946	1,307	342	—	1,544	105	1,432	217	1,649	1,471	178	13	165	178
Totals in 1945	1,200	184	—	1,233	151	1,205	179	1,384	1,208	176	24	152	176

F. = Fishing Vessels.

VI. HYGIENE OF CREW'S SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel	Number inspected during 1946	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
BRITISH	1,544	28	300	322
OTHER NATIONS	105	1	8	14

The above table is a classification of the nuisances and defects found to exist on board the 1,649 vessels inspected during the past year.

Of this number, 178 or 10.7% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C's., bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C's., doors, etc.

With the exception of 7 vessels which left the port before the necessary work was completed, and 5 undergoing refit, all the nuisances and defects were remedied. On the 1,649 vessels inspected there were 26,846 men living, being an average of 16.2 men per vessel.

There is also one smoke nuisance to report. A prolonged emission of dense smoke was observed on board of a motor-vessel lying at a quay near the harbour mouth during the early hours of the morning of 1st May, 1946. This nuisance was observed by your Port Medical Officer and the Chief Port Health Inspector and lasted for some considerable time, indeed at one period, flames and sparks were observed emerging from the funnel.

Your Medical Officer boarded the vessel later in the morning and drew the attention of the Master to the occurrence, who stated that at the time the vessel was undergoing engine trials. The vessel sailed at 2-0 p.m. the same day.

Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Accommodation, to cleanse and paint	68
Accommodation, to reconstruct	8
Accommodation, to provide	2
Accommodation, Verminous	34
Accumulation of Pig dung on deck	1
Accumulation of refuse on deck	11
Artificial lighting, additional required	1
Ballast Tanks, to cleanse	12
Bilges, to cleanse	21
Bathroom floor, to tile	1
Bathroom, Verminous	1
Bathroom, additional required	2
Bedding, Dirty	22
Bogies and funnels, to renew, or repair	6
Black-out paint, to remove from portlights, skylights or deck prisms	6
Bunker, to bogey in accommodation, to remove	1
Cabin skylights, to repair	1
Central heating stove, provide, repair, or renew	3
Clothes lockers, renew, repair, or cleanse	2
Deadlights, provide, repair, or renew	4
Deckhead, leaking	35
Deckhead, of accommodation to renew	1
Deck, of accommodation to renew	3
Deck prisms, renew, or repair	2
Doors to accommodation, to renew, or repair	8
Food lockers, to cleanse	4
Food lockers, inadequate	2
Foul water, in accommodation	8
Foul water, in peaks	1
Fresh water tanks, to cleanse	68
Fresh water tanks, additional, to provide	3
Fresh water pump, to renew, or repair	1
Fresh water supply, to provide to washbasins	1
Fresh water supply pipe choked, to clear, repair, or renew	1
Galley, to cleanse, or repaint	13
Galley deck, to renew, or repair	4
Galley, fresh water taps, renew, or repair... ..	1
Galley skylights, renew, or repair	4
Galley Stoves, to repair	34
Galley, Verminous	10
Galley, water heater, renew, or repair	1
Galley, slop sink, to provide... ..	1
Hawse pipe, to repair, or renew	5
Icebox, to provide, cleanse, repair, or renew	1
Leakage, of oil from steering flat into accommodation	1
Leakage, from rudder gland into crew's accommodation	1

Nature of Nuisances or Defects	No. of Vessels concerned
Leaking, manhole cover in accommodation	1
Meat safe, renew, repair, or cleanse	1
Messrooms, to cleanse and paint	1
Metal bunks, to fire (verminous)	1
Pantry, verminous	11
Portlights, repair, re-rubber, or renew glass	88
Provision room, to cleanse or re-paint	3
Provision room, additional, to provide	1
Provision storeroom (verminous)	1
Prophylactic measures (anti-malarial)	3
Refrigerator, to repair	1
Refuse, in accommodation	1
Refuse, from vessel on quay... ..	1
Sanitary tank, to renew, repair, or cleanse	2
Scupper, to provide	1
Scupper, to renew, repair, or cleanse	4
Shell plating, to renew, or repair, in accommodation	3
Sink waste, repair, or renew	1
Spurling pipe, repair, or renew	1
Steam heaters, provide, repair, or renew	6
Steam pipe, leaking into accommodation	1
Steam pipe, leaking into washroom	1
Steel bunks, to provide	1
Smoke, emission of, dense	1
Tank top, leaking into accommodation	3
Tank wells, to cleanse	2
Ventilators, to accommodation, repair, or renew	10
Ventilation, to accommodation insufficient	2
W.C.'s., additional, to provide	4
W.C. basins, to renew	6
W.C.'s., to cleanse or re-paint	17
W.C. cisterns, repair, or renew	2
W.C. seats, repair, or renew	10
W.C. flush pipe, repair, or renew	8
W.C. soil pipe, provide, repair, or renew	2
W.C. soil pipe, choked, to clear	2
W.C. valves, renew, or repair	5
Washbasins, renew, or cleanse	2
Washrooms, cleanse, or re-paint	3

The number of vessels constructed in the port during the year has been maintained at a high level, and it is pleasing to record that the majority of these ships are of a high class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crew's quarters are situate in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end which makes them vermin-proof), and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage and in a number of cases a hot and cold water service, lockers for dirty clothing are constructed in the alleyways. Earthenware or enamelled lined W.C. basins with anti-V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated.

The majority of these vessels were provided with central heating for both officers and men and in several instances drying rooms were provided for the use of the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship, it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

Sanitary Accommodation at the Port.

The sanitary accommodation at the river berths is sufficient. The provision of additional accommodation on the East side of Hudson Dock has eased the situation considerably, but no doubt as the stacking of timber and pitprops proceed nuisances will re-occur.

VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1937, and

The Public Health (Imported Milk) Regulations, 1926,

The Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above-named Regulations. No samples were submitted for analysis by Officers of this Authority, all food imported being under control of the Ministry of Food.

47 visits have been paid to ships, wharves and warehouses on the river and at the docks, for the purpose of inspecting consignments of foodstuffs. On one vessel approximately 1 ton of potatoes, intended for use as ship's stores were inspected and found to be unsound, unwholesome and unfit for human consumption. As they were also causing a nuisance on board of the vessel, orders were issued for their destruction in the furnace of the Dry Dock Company at whose quay the vessel was lying.

H.M. Customs and the Ministry of War Transport (Inspector of Provisions) were notified of the action taken.

373 landings of fish were made at the Fish Quay during 1946. Approximately 38,485 stones of prime quality fish were landed by 13 Swedish fishing vessels, and found a ready sale. All fish landed was of good quality.

The Public Health (Shell Fish) Regulations, 1934.

The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewage, it must be obvious that such shell fish is polluted and dangerous for human consumption.

